

**ANNUAL REPORT**

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**PUBLIC SERVICE  
COMMISSION**

**JULY 1, 1954 -- JUNE 30, 1955**



LETTER OF TRANSMITTAL

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To His Excellency, Phil M. Donnelly,  
Governor of Missouri.

Dear Sir:

Pursuant to Section 386.380, R. S. Mo. 1949, we have the honor to submit herewith the Annual Report of the Public Service Commission of the State of Missouri, which said report contains a full and complete account of its transactions and proceedings for the period from July 1, 1954, to June 30, 1955, inclusive.

Respectfully submitted,

By Thos. M. Burton  
Chairman

Charles L. Henson  
Commissioner

E. L. McIntock  
Commissioner

Wm. L. Luen  
Commissioner

L. O. McDonald  
Commissioner

# MISSOURI PUBLIC SERVICE COMMISSION

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TYRE W. BURTON, Chairman . . . . .	Fayette
CHARLES L. HENSON, Commissioner . . . . .	Springfield
E. L. McCLINTOCK, Commissioner . . . . .	Cape Girardeau
M. J. McQUEEN, Commissioner . . . . .	Cassville
D. D. McDONALD, Commissioner . . . . .	Jefferson City

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MARVIN P. MOORE, Secretary . . . . .	Fulton
GLENN D. EVANS, General Counsel . . . . .	Macon
R. E. DUFFY, Chief Engineer . . . . .	Greenfield
JAMES M. ENGLAND, Chief Accountant . . . . .	Cape Girardeau
GEORGE G. FOX, Chief Rate Expert . . . . .	Springfield
CARLE R. NEWBERRY, Supervisor of Motor Bus and Truck Department . . . . .	Jefferson City

## HEADQUARTERS AND PERSONNEL

The headquarters of the Public Service Commission are located on the 9th and 10th Floors of the Jefferson Building, Corner of Jefferson Street and Capitol Avenue, Jefferson City, Missouri.

The Commission has succeeded in its determined effort to eliminate delay and make its docket entirely current. Unless the case be one in the nature of a complete audit and appraisal of a utility, or one which requires a great deal of field work, or is awaiting the filing of briefs, it can be heard and the report and order issued within less than thirty days after the case is filed.

In very urgent matters, where proper waivers on notices of hearing are filed, the case can be filed, heard, and the report and order issued on the same date.

The employees of the Commission are all specially trained for the position which they now hold. Some have been with the Commission for a considerable number of years and several have attained statewide and nationwide recognition in their fields of work.

## LEGAL DEPARTMENT

### PERSONNEL

During the past fiscal year from July 1, 1954, to June 30, 1955, personnel of the Legal Department has consisted of the General Counsel, Assistant General Counsel, two Staff Attorneys, one of whom is also the Reporter of Opinions, and three legal stenographer-secretaries.

### DUTIES AND WORK

The work of the Department during the past fiscal year has followed along generally established lines, conferring with the Commissioners and the technical staff and advising them upon the legal problems that arise in the daily routine of work. The General Counsel with his assistants has discharged the duties imposed upon him by the Missouri law requiring that he give opinions and advice to the public as to their rights under the Missouri Public Service Commission law and the legal methods and procedures pertaining to the same. Numerous individuals or their attorneys, as well as various public officials, have conferred with members of the Department and have been given advice and opinions, oral and written, with respect to the matters within the scope of its prescribed functions. A considerable volume of correspondence directed to the Commission is referred to the General Counsel for reply.

The department has worked with other agencies and departments of the State government. Various problems concerning the enforcement of the Bus and Truck Act by the State Highway Patrol have arisen during the past year and advice and opinions concerning these matters has been given to the patrol. Also, members of the department have been called before various committees of the General Assembly for an expression of their views or recommendations with respect to proposed legislation concerning the regulation of motor carriers, the licensing of motor vehicles and other matters involving the use of the highways of this State by commercial vehicles.

The Legal Department of the Commission has appeared in all rate and valuation cases heard by the Commission, as is required by statute. In such cases, the Department in cooperation with the Commission's technical staff has presented to the Commission all available facts and information which it believed to be in the public interest. Members of the Department have actively participated in other cases where an interest of public concern was involved.

In addition to the foregoing, the staff attorneys have assisted the Commission by acting as hearing examiners. These individuals have heard many cases during the past year, which has helped the Commission dispose of the cases on its crowded docket in a prompt and an orderly manner. In addition to presiding at

the hearing, the examiners prepare suggested reports and orders which are submitted to the Commission for consideration, the Commission making such changes in the proposed orders as it finds to be necessary.

Members of the Department have appeared in all cases in the courts of this State and the United States in which the Commission had an interest. These cases included litigation which arose in the courts in the first instance and cases which originated before the Commission and were reviewed by circuit and appellate courts of the state. The Department has presented to the courts the Commission's views with respect to the issues involved, and it has vigorously prosecuted such litigation to its final conclusion. In addition to appearing in the State and Federal courts on behalf of the Commission and the general public in matters within the scope of this Commission's jurisdiction, members of the Department have represented the Commission at various hearings before the Federal Power Commission and the Interstate Commerce Commission. The purpose of such appearances was to protect the interests of the utility consuming public of this State. These cases have involved many issues, e.g., gas rates, transportation rates, allocations of gas for particular communities, etc.

Among the important duties of the Commission requiring considerable time of the members of the Department is the repre-

sentation of the State on joint boards created by the Interstate Commerce Commission pursuant to the provisions of the Federal Motor Carriers Act. The function of the joint board is to hear applications for certificates of convenience and necessity and permits to operate as motor carriers in interstate commerce and to recommend to the Interstate Commerce Commission the action to be taken thereon. Hearings by joint boards in which this Department has participated have been held at St. Louis, Kansas City, Chicago, Des Moines, Little Rock and Springfield, (Illinois).



## ACCOUNTING DEPARTMENT

The Department is delegated with the responsibility of assisting the Commission in matters regarding valuations of utility properties for rate making purposes, security issues, reorganizations, consolidations, and property acquisitions by operating utilities. It is represented and presents evidences at hearings in which these matters are involved. It also conducts audits and investigations of various public utilities, in order to develop and present information which will enable the Commission to be informed of the actual conditions when passing upon a case involving any of the matters previously mentioned.

Other duties consist of the supervision of the accounting of all utilities in the state, which are subject to the jurisdiction of the Commission, including annual reports from each utility of its operations, which are filed in the department as a public record. The department also assists in the preparation of the budget each biennium and maintains current records of the expenditures, and periodically advises the Commission as to the current status of each appropriation. In addition, by the application of Section 386.370 of the Public Service Commission Law, which sets forth the method of assessing various classes of public utility companies by the Commission for the expenses incurred each fiscal year attributable to the

exercise of regulatory power, the department has been directed by the Commission to calculate the exact amount of the assessment against each public utility company, in accordance with the provisions of the Act.

### Personnel

The personnel of the Department at June 30, 1955, consists of the Chief Accountant, eleven Accountants, and two senior Stenographers.

### Audit and Special Studies

With the exception of the Chief Accountant and the general office staff, the remaining personnel of the Department perform their duties in the field, auditing the books and records of the various utility companies. The purpose of these audits is to determine the original cost of utility property, operating revenues and expenses and net operating income applicable thereto, and the utility's capitalization, for the use of the Commission in any valuation or rate case which may be before it, and for any other purpose which the Commission might deem proper under the circumstances. Special studies are also made from time to time by members of the Department for the purpose of inquiring as to the adequacy, or inadequacy, of the net operating income of the utility under review, based on its existing rate base.

During the fiscal year the largest and most important

cases in which the Department was involved were, the Southwestern Bell Telephone Company, The Gas Service and the Kansas City Power and Light Company. Involved in the above cases were the determination of original cost and the examination of operating revenues and expenses.

The following is a list of the audits and investigations in which this Department was involved during the year.

Albany Telephone Company  
Springfield City Water Company  
A. & M. Telephone Company  
Missouri Public Service Company  
New London Telephone Company  
Rich Hill Telephone Company  
Bosworth Telephone Company  
Wheeling Telephone Company  
Alma Telephone Company  
Grand River Mutual Telephone Company  
LaBelle Telephone Company  
Goodman Telephone Company  
Purcell Telephone Company  
Urbana Telephone Company  
Everton Telephone Company  
Diamond Telephone Company  
Southwest City Telephone Company  
Wheaton Telephone Company  
Anderson Telephone Company  
Eminence Telephone Company  
Birch Tree Telephone Company  
Summerville Telephone Company  
United Telephone Company  
Brashear-Hurdland-Novelty Telephone Company  
Knox City Telephone Company  
Western Light & Telephone Company  
St. Joseph Water Company  
Southwestern Bell Telephone Company  
Gas Service Company  
Warrensburg & Pertle Springs Water Company  
Warrenton Telephone Company  
Seneca Telephone Company  
Kansas City Power & Light Company

St. Louis Public Service Company  
Mendon-Summer Telephone Company

Also, during the year the Commission received numerous applications from independent telephone companies asking for authority to increase their charges for telephone service, largely because of the increased costs of operation. In order to expedite the many applications for increase in telephone rates, four of our field accountants have been assigned to audit and make an investigation of the books and records of the telephone companies and report the findings to this Department so that prompt action may be taken; also, many requests were received from telephone companies for assistance in setting up their books and records, and assistance in the preparation of their annual report to this Commission. These requests have been and are being complied with at a rapid rate. Audits and investigations were completed during the fiscal year of a number of these independent telephone companies seeking relief, and the cases have been disposed of by the Commission.

During the fiscal year the Accountant who was assigned permanently to the handling of accounting matters of bus and truck companies operating intrastate under the Commission's jurisdiction made eighty-six calls on various carriers. Upon receipt of the annual and quarterly reports of the various motor carriers, they were immediately checked and any irregularities and omissions noted were called to the carriers

attention with a request that corrected copies of the reports be filed.

During the year 1955, a total of four hundred and fifteen annual reports and 1,400 quarterly reports were filed by the various motor carriers. While the duties performed by this accountant are not entirely in the nature of audits, he supervises the accounting methods and practices of these companies for the purpose of improving their accounting records and reports to the Commission, and to bring them in line with the Commission's requirements. Also, this accountant is available for obtaining such accounting and statistical data relative to the various motor carrier operations, as might be required by the Commission from time to time in passing upon the requests of various carrier groups for increased rates.

Other studies were made throughout the period in connection with the various problems which arose, and which required more information than was in the offices of the Commission.

### Security Issues

During the fiscal year the amount of security issues authorized was \$160,831,974.84 or a decrease of 7.69% under the amount authorized in the preceding fiscal year. Of this amount \$24,829,000 was for the purpose of refunding outstanding securities and \$136,002,974.84 was for new money obtained for the

acquisition, consturction, completion, extension and improvement of the services of the various utility companies. The amount of refunding issues showed an increase of 268.25% over the amount authorized in the previous fiscal year and the new money authorized showed a decrease of 18.80% for the same period.

As previously stated, refunding authorities showed a 268.25% increase due to the fact that several of our larger utilities were able to refund securities at an advantageous rate. The decrease in authorizations for new money would seem to indicate that the demand for utilities service is no longer far in excess of the supply of same.

The fact that Missouri public utility companies were able to obtain their capital requirements during the past year reflects to some degree the sound financial condition of these companies and their good credit rating. This is further justification for the continuance by the Commission of its policy of careful scrutiny of all proposed security issues, with the view to improving corporate structures and to increasing the margin of safety to investors.

The following table shows the securities authorized during the period from July 1, 1954 to June 30, 1955 inclusive:

SECURITIES AUTHORIZED JULY 1, 1954 to JUNE 30, 1955

<u>DATE OF AUTHORITY</u>	<u>CASE NO.</u>	<u>COMPANY</u>	<u>KIND OF SECURITIES</u>	<u>REFUNDING</u>	<u>TOTAL VALUE</u>
July 9, 1954	12,900	The Gas Service Company	Bonds	\$ 6,000,000.00	\$ 6,000,000.00
July 9, 1954	12,900	The Gas Service Company	Notes		5,000,000.00
July 19, 1954	12,895	Fidelity Telephone Company	Bonds	93,000.00	100,000.00
July 19, 1954	12,895	Fidelity Telephone Company	Note		275,000.00
July 21, 1954	12,783	Sho-Me Power Corp., Inc.	Note		75,238.76
July 28, 1954	12,807	Sho-Me Power Corp., Inc.	Note		71,176.50
	12,909)				
Aug. 19, 1954	12,910)	Missouri Edison Company	Common Stock		750,006.00
Aug. 23, 1954	12,881	The Purdy Telephone Company	Preferred Stock		20,000.00
Aug. 20, 1954	12,916	Missouri Public Service Company	Bonds	2,500,000.00	4,000,000.00
Sept. 14, 1954	12,936	Southwestern Bell Telephone Company	Common Stock		70,000,000.00
Oct. 5, 1954	12,949	Capital City Telephone Company	Preferred Stock		200,000.00
Oct. 5, 1954	12,930	Grand River Mutual Telephone Corp.	Note		150,000.00
Oct. 11, 1954	12,945	St. Joseph Light & Power Company	Debentures		2,000,000.00
Oct. 15, 1954	B-8,680	Ferguson-Broadway Bus Lines, Inc.	Note		32,880.00
Oct. 29, 1954	12,944	Christian County Telephone Company	Notes		26,000.00
Nov. 17, 1954	12,965	Laclede Gas Company	Bonds	14,050,000.00	15,000,000.00
Nov. 22, 1954	12,880	A. & M. Telephone Company	Common Stock		44,999.95
Nov. 30, 1954	12,941	Wright City & Jonesburg Telephone Company	Common Stock		50,000.00
Nov. 26, 1954	12,978	Consumers Public Service Company	Bonds	651,000.00	800,000.00
Dec. 1, 1954	12,973	Missouri Telephone Company	Bonds	729,000.00	1,250,000.00
Dec. 3, 1954	12,968	Empire District Electric Company	Bonds		3,000,000.00
Dec. 15, 1954	12,985	Missouri Utilities Company	Common Stock		548,400.00
Dec. 28, 1954	12,798	Hartville Telephone Company	Note		16,000.00
Dec. 30, 1954	12,998	United Telephone Company	Note		300,000.00
Jan. 19, 1955	13,002	Kansas City Power & Light Company	Bonds		16,000,000.00
Jan. 19, 1955	13,011	St. Charles Gas Corporation	Bonds		100,000.00
Jan. 21, 1955	12,994	Noel Telephone Exchange	Note		35,000.00
Jan. 24, 1955	13,006	Pleasanton Telephone Company	Notes		100,632.00
Feb. 3, 1955	13,016	Missouri Natural Gas Company	Common Stock	540,000.00	825,000.00
Feb. 7, 1955	12,993	Verona Telephone Company	Preferred Stock		25,000.00
Feb. 7, 1955	12,993	Verona Telephone Company	Common Stock		11,948.00
Feb. 18, 1955	13,022	K.L.M. Telephone Company	Common Stock		55,000.00
Feb. 23, 1955	13,040	Chariton Valley Telephone Corporation	Notes		267,000.00
Feb. 24, 1955	13,034	Laclede Gas Company	Common Stock		600,000.00

Mar. 2, 1955	13,033	Bolivar Telephone Company	Notes	467,000.00
Mar. 4, 1955	13,049	Consumers Public Service Company	Preferred Stock	60,000.00
Mar. 14, 1955	13,025	Potosi Telephone Company	Notes	125,000.00
Mar. 14, 1955	13,025	Potosi Telephone Company	Preferred Stock	30,000.00
Mar. 16, 1955	12,992	Miller Telephone Company	Common Stock	42,000.00
Mar. 18, 1955	13,052	Arkansas-Missouri Power Company	Common Stock	184,340.00
Mar. 18, 1955	13,052	Arkansas-Missouri Power Company	Preferred Stock	3,500,000.00
Mar. 23, 1955	13,000	Triangle Telephone Company	Note	100,000.00
Mar. 7, 1955	13,059	Buffalo Telephone Company	Common Stock	75,000.00
Mar. 23, 1955	13,009	Twin Lakes Telephone Company	Note	205,000.00
Apr. 12, 1955	13,073	Springfield City Water Company	Notes	3,500,000.00
Apr. 12, 1955	13,079	Western Light & Telephone Company	Common Stock	570,000.00
May 10, 1955	13,092	St. James Telephone Company	Common Stock	45,171.14
May 10, 1955	13,060	Verona Telephone Company	Notes	125,000.00
May 10, 1955	13,093	St. James Telephone Company	Notes	95,000.00
May 18, 1955	13,095	Citizens Gas Company of Hannibal	Bonds	300,000.00
May 25, 1955	13,106	Missouri Public Service Company	Bonds	2,500,000.00
June 6, 1955	13,102	Citizens Electric Corporation	Notes	1,330,000.00
June 8, 1955	13,130	St. Louis County Water Company	Bonds	4,500,000.00
June 8, 1955	13,130	St. Louis County Water Company	Preferred Stock	3,000,000.00
June 9, 1955	13,124	Kansas City Power & Light Company	Common Stock	9,065,000.00
June 14, 1955	13,078	Sho-Me Power Corporation	Note	9,982.49
June 21, 1955	13,150	Goodman Telephone Company	Common Stock	10,200.00
June 21, 1955	13,135	Buffalo Telephone Company	Note	418,000.00
June 23, 1955	13,107	Bourbon Telephone Company	Note	6,000.00
June 24, 1955	13,139	Miller Telephone Company	Note	65,000.00
June 28, 1955	13,079	Western Light & Telephone Company	Bonds	2,500,000.00
June 28, 1955	13,157	Citizens Telephone Company of Higginsville	Note	240,000.00
			Total	\$24,829,000.00
				\$160,831,974.84

#### Recapitulation

Common Stock	\$ 82,877,065.09
Preferred Stock	6,835,000.00
Bonds	56,050,000.00
Notes	13,069,909.75
Debentures	2,000,000.00

Total \$160,831,974.84



## Annual Reports

Approximately 700 electric, gas, water, heating, telephone, telegraph, street railroad, railroad, sleeping car, express, and bus and truck companies filed annual reports with the Commission. These reports show each reporting utility's financial condition and operating results for the last calendar year. The reports are available for public inspection, and the information contained in them is used extensively by security holders, investment brokers, municipal and county officials and interested public utilities and individuals.

The Department uses these reports in developing rates of return and earnings for the various companies under the Commission's jurisdiction. From time to time, statistical studies pertaining to various matters under review are also developed for the use of the Commission.

Too much emphasis cannot be placed upon the importance of obtaining this required annual report from each utility regardless of its size. Each year in the past, various small utilities have been delinquent in filing and the Department has been compelled by various means to advise them of their delinquency. In spite of these efforts, there are always a few utilities from which the Department is unable to obtain a report. For the calendar year, however, our efforts culminated in the filing of reports by practically all utilities

so obligated. While the Public Service Commission Law grants the Commission the power to assess a penalty for this failure, the Commission has never exercised this power, preferring instead by less severe methods to impress upon all utilities the importance of complying with this portion of the law. We feel the results of the past year justify this course of action.

#### Budget and Appropriations

The Department advises the Commission periodically as to the Status of each of the appropriations under which it operates, and helps in the preparation of the budget request for each biennium. Current records are maintained in the Department recording the expenditures under the various appropriations and showing the free balance of each appropriation. All Commission expenditures are referred to the Department for the purpose of determining whether the expenditures contemplated can be made within the scope of the budget appropriation.

In accordance with the provisions of Section 386.370, Missouri Revised Statutes 1949, the Commission on June 15, 1955 entered its order in Case No. 11,110, Supplemental Order No. 8, in which it estimated the amount of its expenses for the current fiscal year payable under the provisions of this Section at \$297,201.71. After crediting the various utilities with an unexpended balance of \$39,201.71, from the preceding fiscal year, the Commission assessed each group in addition to the

said unexpended sum as follows:

(a)	Railroad Corporations . . . . .	\$ 40,000.00
(b)	Street Railroad Corporations . . . . .	10,000.00
(c)	Other Common Carriers (Railway Express Company)	250.00
(d)	Electric Corporation, Gas Corporations, Water Corporations, Heating Companies and Telephone Corporations	207,500.00
(e)	Telegraph Corporations	250.00
	Total	<u>\$258,000.00</u>

The Department in the same order was directed to calculate the amount of the assessment against each public utility in each group in proportion to its gross intrastate revenues for the preceding calendar year in relationship to the total for the group. The assessments so calculated were presented to the Secretary of the Commission who was directed to notify each utility of the amount assessed and the method by which payment should be made.

#### Fees

During the fiscal year the fees collected exclusive of the Bus and Truck Department were as follows:

Authority Fees	\$23,554.25
Miscellaneous Earnings	<u>13,381.24</u>
Total	<u>\$36,935.49</u>

The fees of \$36,935.49 collected for the current fiscal year compare with \$26,307.81 collected in the preceding fiscal

year. The increase in fees collected as compared to the preceding fiscal year is due to a 19.36% increase in authority fees and a 103.52% increase in miscellaneous earnings. All authority fees and miscellaneous earnings collected revert directly to the State's General Revenue Fund and are not subject to expenditures by the Commission under appropriations.

#### Cooperations With Other Regulatory Commissions

During the fiscal year, cooperation was maintained with the Federal Power Commission, in connection with joint problems relative to various Missouri electric utilities. The Department has also cooperated with the Securities and Exchange Commission and Rural Electrification Administration in matters of mutual interest. The department has been called upon and has furnished information to, engaged in conferences, and cooperated with personnel of the Rural Telephone Association in connection with applications for government loans for rural telephone companies.

#### General

In addition to the previously outlined duties, the Department is constantly called upon for assistance and information by the general public, and when not in conflict with the Commission's policy, such assistance and information is rendered. The Department also attempts to work in close cooperation with the other Departments of the Commission and many of the results which has been achieved have been the result of cooperation and

assistance from these Departments.

At the close of the fiscal year, the Department was still faced with the problem of ever increasing demands for the service of its personnel. Because of the increased operating costs, various classes of utilities are constantly petitioning the Commission for authority to file increased schedules of rates. Usually in such cases, the petitioner stresses the urgency of the situation and requests immediate remedial action. The Department is attempting and will continue to make the necessary studies as rapidly as physically possible.

## ENGINEERING DEPARTMENT

The work of the Engineering Department covers engineering problems coming before the Commission relating to railway, water, gas, electric, steam heating, telephone and telegraph utilities in the State. The department is made up of thirteen field and office men and three stenographers. The work covers generally, valuation, including original cost and depreciation studies; the filing of tariffs, investigation of complaints and inquiries concerning utility service and railway service and safety.

### Railway Service and Safety

This requires work on problems of the following character:

1. Inspection of diesel and electric properties.
2. Investigation to determine the necessity and safety of switch and side track connections.
3. All matters relating to the service offered by railroad companies at their stations.
4. Supervision of diesel and electric railway crossing protection, signal systems and interlocking plants.
5. Investigation of accidents on diesel and electric railroads.
6. Approval of plans in regard to clearances.
7. Drainage investigations.
8. Sanitation inspections.
9. Safe working conditions for employees of railroads.

The following tabulations show the Commission's disposition of eighty-eight formal cases in this field which have come before the Commission and this department for examination.

Railway Service.

Discontinuance of Agency (granted)	12
Discontinuance of Agency (denied)	2
Stations abandoned	4
Discontinuance of Express Agency	2
Install Caretaker	14
Discontinuance of Caretaker	6
Construct Spur or Switch Track (granted)	5
Removal of Spur or Switch Track (denied)	1

Railway Safety

Horizontal Clearance (granted)	6
Horizontal Clearance (denied)	2
Vertical Clearance (granted)	4
Interlocking Plans Approved	3
Additional Tracks over Existing Crossings	5
Flagman Abandoned	4
Flashing Lights Installed at Existing Crossings	12
Flashing Lights & Gates Installed	5
Flashing Lights Retired	1
Flashing Lights (denied)	1
Flashing Lights (dismissed)	1

## Railway Safety - Cont'd.

Gates Retired	1
Manually Operated Gates (retired)	1
Tracks Involved - Main	20
Tracks Involved - Spur	15

## Crossings

New Grade Crossings Established (no protection)	17
New Grade Crossings Established (with protection)	2
Grade Crossing Reconstructed	1
Grade Crossings Closed	7
Grade Crossings (dismissed)	1
Underpass (granted)	2
Underpass Reconstructed	2
Overpass (granted)	3
Overpass Abandoned	3
Overpass Reconstructed	2
Overpass Reconstructed - Railroad over Railroad	1
Overpass Abandonment (plans approved)	1

In the interest of safety of the railway employees and others, field inspections were made. Many of the inspections dealt with the problems that were before the Commission in formal cases and other field inspections resulted in the complaints being adjusted at the time of the inspections, thereby eliminating several



formal hearings.

In the following tables, we have set forth data derived from the reports in the Commission's files pertaining to six hundred sixty-four accidents on steam railroads in the State:

	<u>Killed</u>	<u>Injured</u>
Passengers	0	93
Employees	1	290
Trespassers	14	12
Non-Trespassers	38	99
	<hr/>	<hr/>
Total	53	494

Accidents (no injury) 192      Total number of Accidents 664

Of the total six hundred sixty-four accidents, seventy-eight occurred at highway grade crossings. Thirteen of the accidents were caused by vehicles on the highway running into trains, while fifty-seven of the accidents were caused by railroad trains striking vehicles. Eight pedestrians were struck at crossings. Seventy-four persons were injured and thirty-six persons lost their lives as a result of these accidents. Twenty-six of the seventy-eight accidents occurred at protected crossings and fifty-two at unprotected crossings.

No. killed at protected crossings	12
No. injured at protected crossings	26
No. killed at crossings not protected	24
No. injured at crossings not protected	48

Further study of the accident reports showing the following information as set out in table below:

<u>1954</u>	<u>No. of Accidents</u>	<u>Time of Year</u>	
		<u>No. Killed</u>	<u>No. Injured</u>
July	6	4	5
August	1	3	2
September	2	1	0
October	11	2	11
November	7	3	5
December	10	6	8
<u>1955</u>			
January	13	2	16
February	7	8	5
March	4	1	7
April	6	5	5
May	3	0	3
June	8	1	7
Total	78	36	74

<u>A.M.</u>	<u>Number of Accidents</u>	<u>Time of Day</u>		<u>Number of Accidents</u>
		<u>P. M.</u>		
12 to 1	2	12 to 1		3
1 to 2	4	1 to 2		6
2 to 3	1	2 to 3		3
3 to 4	2	3 to 4		5
4 to 5	1	4 to 5		7
5 to 6	0	5 to 6		1
6 to 7	4	6 to 7		6
7 to 8	1	7 to 8		2
8 to 9	5	8 to 9		1
9 to 10	7	9 to 10		1
10 to 11	6	10 to 11		5
11 to 12	5	11 to 12		0
Total	38			40

Our records show that the number of crossing accidents has decreased during the past year despite the increase in the number of vehicles on the highways. Our records also show that progress has been made toward diminishing the hazard to the traveling public and employees of the railroads by the installation of flashing lights, gates, the construction of grade separations and the closing of hazardous crossings.

The following is a summary of accidents reported during the past five years on railroads operating in Missouri:

	1950-51	1951-52	1952-53	1953-54	1954-55
Total number of accidents	857	874	808	614	664
Total number of Accidents-no injury	226	264	243	194	192
Total killed	82	71	62	71	53
Total injured	656	596	524	544	494
Passengers Killed	0	1	0	1	0
Passengers Injured	101	80	58	126	93
Employees Killed	5	8	4	4	1
Employees Injured	387	372	326	293	290
Trespassers Killed	29	23	17	22	14
Trespassers Injured	17	30	21	20	12
Non-Trespassers Killed	48	39	41	44	38
Non-Trespassers Injured	151	114	119	105	99
Crossing Accidents	105	97	107	84	78
Killed	44	40	38	42	36
Injured	134	108	99	87	74
Train Struck Vehicle	67	63	64	71	57
Vehicle Struck Train	30	22	33	11	13
Team & Wagon	0	0	0	0	0
Pedestrians	8	12	10	2	8
Accidents at Protected Crossings	29	29	29	23	26
Accidents at Crossing-Not Protected	76	68	78	61	52
Summary of Derailments and Collisions Reported During the Past Five Years on Railroads Operating in Missouri					
Derailments-Freight	150	149	136	118	124
Derailments-Passenger	17	19	13	15	13
Collisions - Freight	75	72	75	50	44
Collisions - Passenger	9	25	15	11	10

Within the past year this department has completed a grade crossing survey, including pictures and recommendations on the Missouri Pacific Railroad Company's Oak Hill Branch Line located in St. Louis, Missouri, also all crossings on its line extending from St. Louis, Missouri to Kansas City, Missouri, including the River Division from Jefferson City to Eton, Missouri. We have also made a like survey on the Chicago, Rock Island & Pacific Railroad from St. Louis to Kansas City, Missouri.

As in the past, members of the department, after contacting other interested parties, make field inspections of hazardous conditions at crossings and other safety violations. The railroad companies usually have a representative present when an investigation is made and corrective measures in the interest of improving conditions are frequently handled informally with the railroad company's representatives at the time of inspections, thereby eliminating numerous hazards in less time than is required when a formal case is filed. Some of these inspections are made in instances when the question involved is a matter of a formal case before the Commission. In all instances, a full report of all inspections is made.

#### Water and Gas Utilities

The public utilities operating water service systems have had to continue to expand their distribution and production facili-

ties in order to render adequate service. However, due to the extreme drought which is now in its fourth year it has been necessary for the Commission to permit a few water utilities in the state to place restrictions on the use of water for sprinkling lawns and gardens. On some water systems the increased use of water used by conventional air conditioning units has contributed to excessive loads on the source of supply and the distribution facilities; requiring substantial enlargements.

This department has continued to make inventories and cost studies of water properties for submitting to the Commission information to be used in the determination of the original cost of the properties, and for fixing allowances for charges to depreciation reserve.

The solution of some of the problems relative to the utilities of the state continue to be difficult to complete. There has been a growing demand and need for both present and prospective customers for gas service. The cause of this lack of adequate service has in the first instances been due to the continual increase in the load carried by the interstate pipe lines bringing natural gas into Missouri. Some of them pass through the state and supply gas in other states beyond Missouri. The owners of the interstate pipe lines are continually extending and enlarging their systems but the call for the service outruns the expansion programs. Except under extreme weather conditions

the major pipe lines in the state are now able to supply gas to the distributing systems for use of the domestic customers now connected, but some of them are yet inadequate to supply the full requirement needs of the distribution systems served by them.

Another cause for concern in connection with the furnishing of an adequate supply of gas has been the lower cost of natural gas for space heating in comparison with the costs resulting from the use of any other kind of fuel. The cost of coal and oil used for fuel have continually increased since 1940. Manufactured gas systems have been converted for use of natural gas. The cost of gas is now low enough that for space heating the cost of the use of gas is below the cost of space heating by use of coal or oil. That, in addition to the convenience found in the use of natural gas compared to the use of coal or oil, has and is leading the public to demand more and more gas for general use and space heating.

Certificates of convenience and necessity have been granted for the construction and operation of gas lines and distribution systems to and in additional cities in the state. It is anticipated that extension of the service to other cities and towns will be made in the near future.

The department attempts to keep informed concerning the expansion of these facilities. It makes studies of the original

cost of the properties and the requirements for depreciation allowance in order to assist the Commission in finding values of the properties and fixing the rates for service.

#### Telephone and Telegraph.

As with the other utilities, the telephone utilities throughout the state continue to find themselves facing the problem of rendering telephone service to continuing increased numbers of customers.

Utilities have been urged to provide facilities and they have made great efforts to render service but there is yet need for enlarged facilities. It is necessary to handle many complaints from persons throughout the state who desire and need telephone service but are unable to obtain it. Every effort is being made to assist in carrying on this expansion program but time and materials will be required to expand the service to present demand. Considerable effort has been made to get the telephone companies to extend the service more and more into rural areas. The companies have responded substantially to this demand for service but there is much yet to be done.

The department has been making original cost studies of many of the telephone systems throughout the state and made many inspections of systems for the purpose of informing the Commission relative to the conditions of the plants through which service has been furnished. These surveys have been



required particularly because of requests for increases in rates. The telephone companies have filed many applications with the Commission to increase rates. Several applications have been vigorously opposed by customers and cities because of unsatisfactory service. In some instances the Commission has refused to allow increases owing to the unsatisfactory service or has allowed increases sufficient only to meet increases in wages to employees who have the work of maintaining and operating the exchanges throughout the state.

It has been found that where utilities have given first class telephone service the public has not so seriously objected to the increases in rates required to meet the operating expenses. Particularly is this true where it is found that the employees of the telephone systems have been given increases in wages. It continues to be very apparent that the public is willing to pay for high class service when furnished through a well maintained and economically operated exchange.

Many schedules containing rates, rules and regulations relating to the various service rendered throughout the state were filed by the various utilities. These were studied and checked by the department before allowing them to become effective.

At the present time there are six cooperative telephone companies who have acquired the telephone properties in quite a few localities and are arranging to change over to dial operation.

They will also furnish telephone service to present rural subscribers and non-subscribers in the rural section adjacent to the urban localities. Other small independent telephone companies are also changing over to dial operation and expanding their rural facilities to include non-subscribers who desire telephone service.

### Electrical and Steam Heating

The work of this department includes the preparation of appraisal reports, depreciation studies, allocation of jointly used facilities, determination of property not used in public service and analyzing and preparing original cost studies.

The work of the electrical division covers:

(a) The keeping of accurate statistical records of all privately owned electric and steam heating utilities under the jurisdiction of the Commission.

(b) Adjustment of complaints involving electric and steam heating service.

(c) General inspection of equipment and service meters and supervision of construction practices with respect to public safety.

(d) General supervision of the quality of equipment and service of electric and steam heat utilities insofar as the public interest, public health and safety of the public and

employees are concerned.

(e) Attending hearings, offering testimony and making investigations when necessary, in matters before the Commission involving certificates of convenience and necessity for construction of electric transmission lines, inductive interference controversies, sales and purchases of utilities, and other formal matters before the Commission relating to construction and safety standards, adequacy and extensions of utility service and charges for such service.

(f) Making studies and surveys of the conditions surrounding the extensions of electric lines in order that service may be extended to rural areas throughout the state. This work has required particular attention concerning the type and safety of the line that may be adequate for rendering good service, but at the same time encouraging the construction by the use of that type of line that can be constructed at the lowest cost.

(g) Assistance in the preparation of reports and orders involving engineering problems.

(h) Introduction of testimony and assistance in examination of witnesses in all matters of utility valuation work and other engineering problems.

During the period of this report certificates of convenience and necessity were granted utilities by the Commission

for the construction and operation of added facilities for extending electric service into new areas or to operate under new franchises. The department also assisted in the processing of cases relating to rates, service complaints, purchases, sales, abandonment of facilities and original cost studies.

### General

In formal cases coming before the Commission relative to problems with the foregoing utilities, it is the duty of the department to have a staff member present at hearings before the Commission to assist in every way possible.

In the department handling matters relating to rates and services of the various utilities there were written and handled between two and three thousand letters. Many conferences were held. This phase of the work is handled informally by the department with the public and disposed of without having to be made a formal matter.

The department work also covers the following matters:

The keeping of an accurate record of the rates charged by all public or privately owned utilities furnishing electric, gas, water, telephone and steam heating service.

The staff handles correspondence relative to those matters and to matters relating to complaints both as to rates that should be charged for the service or unsatisfactory service. When called upon, investigation is made of the equipment, manner

used in rendering service and the testing of meters through which the service is measured. The quality of the service furnished by utilities and the safety of the public in the construction, operation and maintenance are matters which are studied and investigated by the Engineering Department.

Over 800 new tariffs pertaining to rates and rules of the utilities were filed and processed by the Commission staff during the period covered by this report.

## TRANSPORTATION RATE DEPARTMENT

### General

The personnel of the transportation rate department consists of the chief rate expert, three rate experts, one service inspector, and two senior stenographers. There was no change in personnel during the past year.

This department has the responsibility of assisting the Commission in its activities pertaining to the administration of the law providing for the regulation of rates, fares and services of railroads, motor carriers, street railways, express companies, freight forwarders and sleeping car companies. It examines all rate and fare schedules filed with the Commission by the various transportation agencies to determine the reasonableness of proposed changes in rates and fares within the State of Missouri and makes suggestions and recommendations to the Commission as to action to be taken to protect the public interest.

The department furnishes assistance in the processing of motor carrier applications for new authorities and transfers, clarifications and consolidations of previously granted motor carrier authorities. It maintains authoritative operating authority records of the motor carriers rendering intrastate service between points in Missouri and also for motor carriers operating within the state in interstate commerce. The depart-

ment renders general assistance to these carriers and the public in connection with rate and service problems. The department annually handles hundreds of informal complaints filed by the public or carriers. Many of the complaints require rather extensive investigation. The department also assists the Commission in the investigation of many formal complaints.

During the past year 3,502 new or amended tariff schedules naming Missouri intrastate rates, fares or other provisions pertaining to the transportation of persons or property were filed with the Commission by the railroads, express companies and sleeping car companies; 688 rate schedules were filed by the truck lines; and 611 fare schedules were filed by the bus lines. Each of these schedules was examined to determine whether its provisions appeared to be reasonable and complied with the Commission's prescribed rules of publication. During the year it was necessary to reject 17 tariffs for failure to give statutory notice or for other non-compliance with the rules of publication. In many cases corrective action was required before the tariff publications were permitted to become effective. The department maintains a constant and heavy volume of correspondence with the carriers and their tariff publishing agents pertaining to the correction of objectionable tariff publications. In ten cases tariff schedules were suspended, either upon complaint of interested parties or on the Commission's own

motion, pending investigation and hearing as to the propriety of rates or charges proposed to be changed. The department participated in these investigations and prepared recommended reports and orders for consideration by the Commission.

The department maintains an extensive file of interstate tariffs of the various transportation agencies in addition to the official file of tariffs naming intrastate rates. These interstate tariffs are used extensively by the department for rate comparison purposes and the files are open to and used by other state agencies and the public generally.

The department also maintains the official file of time schedules of motor carriers of passengers. During the past year 156 new or amended time schedules were accepted for filing. Each new or amended time schedule is examined to determine what changes in service will result whether the remaining service appears adequate to meet the public needs, or whether the public interest will otherwise be adversely affected. The department handles complaints against proposed changes in time schedules and in many instances is able to suggest changes or revisions in schedules to satisfy such complaints. Affected communities are advised of proposed service curtailments or other changes so that they can request to be heard by the Commission, in the event mutually satisfactory schedules cannot be worked out in an informal manner. In only one instance



during the past year did the Commission suspend a proposed change in time schedule in order that a hearing could be held for the purpose of determining whether proposed changes in service were in the public interest.

The department also handles petitions from carriers and their agents for authority to establish rate and fare changes on less than statutory notice or changes in time schedules on short notice because of emergency situations or for relief from the requirements of the tariff publication rules. During the past year 243 such petitions were received and disposed of.

The department is represented at hearings before the Commission when rates, charges and services of transportation agencies are involved and in other cases when requested by the Commission. Testimony and other evidence is submitted by department personnel when it seems necessary or appropriate for proper determination by the Commission of the issues involved. During the past year the department prepared 80 reports and orders in connection with matters with which it was concerned for consideration and issuance by the Commission.

The personnel of the rate department also participates on behalf of the Commission in proceedings before the Interstate Commerce Commission involving rates from, to and between points in Missouri.

The department accumulates and compiles certain statistics of Missouri intrastate rail and motor carrier operations. It receives and analyzes various statistics prepared by other state commissions, the Interstate Commerce Commission, and various transportation associations, in order to keep abreast of transportation conditions in surrounding states and the nation as a whole.

The department has continued its work of restating bus and truck authorities to eliminate ambiguity and duplication and to facilitate the maintenance of records and publication of tariff schedules covering such authorities. During the year 65 operating authorities were restated in connection with applications to transfer such authorities. Four operating authorities were restated and clarified on motion of the certificate holders.

The department has continued its program of personal contact with motor carriers throughout the state which it calls "compliance surveys", and by which it is frequently able to offer suggestions and guidance for complying with the statutes and requirements of the Commission. During the year 33 such compliance surveys were made, 19 of which were made jointly with a representative of the Interstate Commerce Commission. The department has also worked closely with the Legal Department and the Bus and Truck Department of the Commission, the

Interstate Commerce Commission, and State Highway Patrol, in the investigation of numerous complaints as to unlawful transportation activities. In each investigation a written report was prepared and submitted to the Legal Department for further handling or suggestions for further investigation or when such handling did not seem warranted the report was filed for future reference. A number of the investigations resulted in court cases or formal proceedings before the Commission in which the department cooperated.

Personnel of the department assisted in a total of 55 scalehouse checks at 24 of the Highway Patrol scalehouses located throughout the state. Most of these checks were made after regular working hours.

#### Railroad rates and operations

There was no general increase in rail freight rates during the past year. The most recent freight rate increase authorized by the Interstate Commerce Commission on interstate traffic and by this Commission on intrastate traffic is to expire with December 31, 1955. The increase, which is generally 15 percent applied as a surcharge to the total freight bill, was first published to expire February 28, 1954, but was permitted to be extended to the end of 1955. There is now pending before the Interstate Commerce Commission and also before this Commission petitions by the railroads to make the

increase a permanent part of their rate structure.

As compared to 1953, rail carloadings in 1954 declined 12 percent and passenger travel declined about 7 percent. Gross operating revenues were also down about 12 percent as compared to an 8 percent reduction in operating expenses. Carloadings began to level off in the closing weeks of 1954 and for the first few months of 1955 they are running a little ahead of 1954 but a little below 1953.

During the past year personnel of the rate department participated in hearings held by one of the rate committees of the railroads which eventually resulted in a lower basis of rates on superphosphate from points in Florida and other southeastern points to points in Missouri and other points in southwestern states. Also, informal conferences between the fertilizer industry and the railroads resulted in the establishment of new fertilizer rates within Missouri which for most hauls are less than rates that had previously been prescribed as maximum by the Commission.

In previous reports we have called attention to the findings of the Interstate Commerce Commission in orders issued under Section 13(4) of the Interstate Commerce Act to the effect that intrastate freight rates authorized by this Commission cast a burden on interstate commerce because intrastate increases were not equal in all respects to interstate increases.

Certain sand and gravel interests were successful in having their movements from Pacific to St. Louis excepted in the interstate orders pending further hearings before the Interstate Commerce Commission. After further hearing the Interstate Commerce Commission found that the sand and gravel rates should be increased by 10 cents a ton over that authorized by this Commission, which was 12 cents a ton less than originally granted on interstate commerce and as sought by the railroads for this particular haul. The sand and gravel people were able to convince the Federal Commission this traffic would be diverted to truck movements from other producing points if the full interstate increases were applied--as had previously been found by this Commission.

Over the past several years the railroads have lost considerable less carload freight to the trucks despite efforts to improve service and the spending of large sums of money for improved equipment, roadway and other facilities. In an effort to regain some of this lost traffic, many of the railroads have recently instituted trailer-on-flat-car service commonly referred to as "piggy back" service. In this operation the loaded trailer is pulled by highway tractor from the shipper's place of business to a rail siding where it is loaded on a flat car and moved by train to destination where it is unloaded and pulled by highway tractor to the consignee's place of

business. The service and rates are generally equivalent to truck service and rates. "Piggy back" service by the Wabash Railroad from St. Louis to Kansas City was approved by an order effective May 17, 1955. Similar service between the same points has also been instituted by the Chicago, Burlington and Quincy Railroad. It is too early yet to tell how successful the operations may be.

No general increases were made in railroad passenger fares during the past year. The fares are generally 2.5 cents a mile in coaches and 3.5 cents a mile in sleeping and parlor cars. The only exception to these general rates of fare are those of the Missouri Pacific Railroad which computes its coach fares at 2.75 cents a mile and first-class fares at 3.85 cents a mile.

There was no general increase in railway express rates and charges, nor has there been any increase in pullman and parlor car fares during the period of this report.

#### Truck Rates and Operations

By petition filed July 21, 1954, a number of motor carriers requested the Commission to authorize an increase in the minimum charge per shipment for hauls of 86 miles or more from \$1.50 to \$2.50. The minimum charge for shipments moving 85 miles or less was to remain at \$1.50. After consideration of evidence adduced at a hearing held on November 16 and 17,

1954, the Commission prescribed a new minimum charge for truck shipments of \$2.00 for hauls of 85 miles or more. No change was made in the minimum charge of \$1.50 for hauls less than 85 miles. Under a new labor contract effective throughout the central states area Missouri truck operators were faced with substantial increased labor costs, the first of such increases becoming effective February 1, 1955, and they returned to the Commission for further rate increases by a petition filed March 4, 1955. By this petition they sought to increase all class rates for shipments weighing 2000 pounds or less by 30 cents per hundred pounds and amend the minimum charge rule to provide for a minimum charge per shipment of \$1.50, plus the applicable rate for 100 pounds. They contended that increases in the rates for handling these smaller shipments had not kept pace with the increased costs of handling them. After hearing was held on April 21, 22 and 25, 1955, the Commission prescribed an increased class rate scale for shipments weighting 2000 pounds or less in which the first-class rates were increased by 20 cents per hundred pounds and second, third and fourth class rates continued at 85 percent, 70 percent and 55 percent, respectively, of first class.

A new minimum charge rule graduated according to distance was also prescribed by the Commission. The new rule provides for a minimum charge per shipment of \$1.85 for hauls

of 85 miles or less; \$2.10 for 86 through 150 miles; \$2.25 for 151 through 260 miles; \$2.50 for 261 through 360 miles; \$2.75 for 361 through 460 miles; and \$3.00 for hauls over 460 miles.

Nationally, the year 1954 was the first since 1945 that the trucking industry failed to show a gain in tonnage over the previous year. The truck tonnage in 1954 was 3.1 percent below 1953. However, the downward trend was reversed in the fourthquarter of 1954 and the rise in that quarter offset much of the decline noted during the first nine months. The upswing in the final quarter of 1954 and the early months of 1955 indicates that 1955 will show an increase in tonnage over 1954.

Reports filed with this Commission by the Class A carriers, which are those having gross revenues of \$200,000 or more a year, indicate that trucking within the state showed a somewhat different picture than nationally as tonnage transported in intrastate commerce increased in 1954 by 6.2 percent over 1953.

#### Inter-city Bus Fares and Operations

There was no general increase in intrastate inter-city bus fares during the past year. Fares are generally on the basis of 2.5 cents a mile up to 50 miles; 2.4 cents a mile from 51 to 100 miles; 2.3 cents a mile from 101 to 200 miles; and 2.2 cents a mile over 200 miles. The minimum fare is



generally 25 cents. The tremendous increase in the number of automobiles is having an increasingly serious adverse effect on bus patronage and most of the companies have found it necessary to reduce operating costs by elimination of their most unprofitable schedules. Some small operators have found it necessary to discontinue service altogether.

#### Transit Fares and Operations

The increasing number of automobiles on the city streets continues to plague transit companies by reducing the number of their patrons and slowing service for the remaining riders. Patronage of the transit companies has continued to decline through the past year and operating costs have remained at a high level. Some costs, particularly wages, have increased. These factors make it an increasingly more difficult problem for the transit companies to provide good service and yet earn a reasonable return for their investors.

By a fare schedule filed with the Commission to become effective December 6, 1954, the St. Louis Public Service Company proposed a new system of zone fares. Upon complaint of the City of St. Louis and other affected communities in St. Louis County, the proposed schedule was suspended from becoming effective and hearing was held December 16, 1954 and January 26, 27 and 28, 1955. For the past several years the St. Louis Public Service Company has sought approval of a system of fares

based on the length of ride as it felt that increasing its basic fare discouraged the use of its service by the most profitable short-haul riders. Previous plans have been disapproved because the inequities appeared to outweigh the desirable features. Previous plans sought to charge more for the longer ride but gave no consideration to a reduced fare for the short ride. The plan approved by order of the Commission dated March 1, 1955 offered a reduction in fare to the short-haul rider. The plan also met, for the most part, objections to previous plans that longer rides could be taken in the first zone within the City of St. Louis than in the outer suburban zones and that zone fares should be assessed against north and south movements within the City of St. Louis, as well as from east and west city-to-suburban movements. Under the approved plan the transit system is divided into a series of ten zones radiating out from the central downtown area of St. Louis, with a reduced fare of 30 cents for a round-trip within any one of the zones. Passengers crossing zone boundaries at or near the St. Louis city limits as well as those transferring to another vehicle after crossing into a third zone were subject to an additional 5-cent zone fare. The 5-cent zone fare that has been in effect for some time on the outer ends of the three longest lines were retained. Also approved was the elimination of the token rate of four for 75 cents and an increase in the weekly student permit from 90 cents

to \$1.00. There was no change in the basic 20-cent cash fare or 75-cent weekly permit, which is good for unlimited riding upon payment of 10 cents a ride. The children's fare remained at 10 cents. It was estimated that the fare changes should produce about \$171,000 additional revenue annually.

There was no change in the fare structure of the Kansas City Public Service Company during the past year. The adult fares are cash 20 cents, 4 tokens for 75 cents, and a weekly permit card for \$1.25, which is good for unlimited riding upon payment of 5 cents a ride. For an experimental period the company reduced the price of the weekly permit to 75 cents and increased the charge per ride to 10 cents in order to test whether that rate or the one first established would offer the most inducement to the frequent rider. After a short time it concluded that the \$1.25 permit plus 5 cents a ride was best for its operations.

A proposal of the Kansas City Public Service Company to establish zone fares on some of its lines as an alternative to abandonment of all or portions of those lines was disapproved by the Commission as being inequitable and discriminatory to certain areas. The company was permitted to discontinue one of its little used bus lines.

There was no change in the past year in the fare structure of the St. Joseph Light & Power Company which operates

transit service in St. Joseph. The adult fares in St. Joseph are 15 cents cash, three tokens for 40 cents and a 90-cent weekly permit plus 5 cents a ride, a 50-cent student weekly permit plus 5 cents a ride, and a children's cash fare of 5 cents.

### Railroad Mileage

There were no rail abandonments by the Class I railroads during the year. The miles of track reported by the Class I rail carriers serving Missouri as of December 31, 1954 were 11,248 miles, which was only 7 miles less than the total track miles reported at the end of 1953. The overall decrease in miles was due to the relocation of tracks, elimination of spurs or switching tracks.

There was some slight reduction in the miles of track in the street railway systems of the Kansas City Public Service Company and the St. Louis Public Service Company, but there were no major abandonments.

The total miles of track operated by the small railroads were reduced somewhat reflecting the discontinuance of operation by the Joplin & Pittsburg Railroad Company over the entire 7.63 miles of its lines. The production of the mines served by this road was insufficient to permit it to continue operation and it was authorized to abandon its entire line effective February 28, 1954. The reduction in track miles of

the small roads also reflects the discontinuance of operations by the Rockport, Langdon & Northern Railway Company. Deterioration of facilities and damage to its road bed by the elements forced the line to discontinue service.

The miles of track operated by the switching and terminal companies was also reduced somewhat by the relocation of tracks, elimination of spurs and switching tracks by some of the companies and by the discontinuance of operations over 2.45 miles of track by the Rock Island-Frisco Terminal Railway Company. This track was used in reaching a freighthouse owned jointly by the Rock Island and Frisco Railroads and which was extensively damaged by fire. The need for the facilities has not been such as to require restoration.

The following tables show the miles of railroad trackage in Missouri as of December 31, 1954 for the small railroads, switching and terminal companies, Class I railroads and street railways.

MILEAGE OF SMALL RAILROADS AND SWITCHING AND TERMINAL  
COMPANIES OPERATED IN MISSOURI AS OF DECEMBER 31, 1954.

MILES OF ROAD  
OPERATED

SMALL ROADS (Steam):

Bevier & Southern Railroad Co. . . . .	14.40
Cassville & Exeter Railway Co. . . . .	4.70
Hannibal Connecting R.R. Co. . . . .	7.06
Kansas City Connecting R.R. Co. . . . .	4.73
Missouri & Illinois Bridge & Belt R.R. Co. . . . .	5.51
St. Louis & Troy Railroad Co. . . . .	<u>5.20</u>
Total . . . . .	41.60

SMALL ROADS (Other than Steam):

St. Francois County Railroad Co. (Diesel) . . . . .	9.74
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SWITCHING & TERMINAL COMPANIES:

Hannibal Union Depot Co. . . . .	.81
Joplin Union Depot Co. . . . .	5.10
Kansas City Terminal Railway Co. . . . .	110.35
Manufacturers Railway Co. . . . .	24.84
St. Joseph Belt Railway Co. . . . .	18.36
St. Joseph Terminal Railroad Co. . . . .	14.06
St. Joseph Union Depot Co. . . . .	2.01
Terminal Railroad Association of St. Louis . . . . .	164.69
Union Terminal Railway Co. . . . .	<u>23.63</u>
Total . . . . .	363.85

MILEAGE OF ROAD AND TRACKAGE OF CLASS I RAILROADS  
OPERATED IN MISSOURI AS OF DECEMBER 31, 1954

<u>Railroad</u>	<u>Main Line Tracks</u>	<u>Second Main Tracks</u>	<u>Other Main Tracks</u>	<u>Passing Track Cross- overs Turnouts</u>	<u>Way and Yard Switching Tracks</u>	<u>TOTALS</u>
A. T. & S. F. RY. CO.	308.17	199.29	26.54	54.16	72.89	660.85
C. B. & Q. R.R. CO.	1359.12	134.70	-	136.19	338.94	1968.95
C. G. W. RY. CO.	101.22	3.61	-	11.76	23.25	139.84
C. M. St.P. & P. R.R. CO.	154.56	56.77	12.45	35.04	98.68	357.50
C. R.I. & P. R.R. CO.	510.22	70.41	27.60	54.74	128.91	791.88
G. M. & O. R.R. CO.	254.01	19.72	9.12	47.61	51.29	381.75
I. T. R.R. CO.	2.72	2.54	-	-	9.07	14.33
K. C. S. RY. CO.	199.59	10.33	-	40.04	121.73	371.69
M.-I. R.R. CO.	89.04	-	-	6.40	31.07	126.56
M.-K.-T. R.R. CO.	469.86	28.29	-	62.32	98.46	658.93
MO. PAC. R.R. CO.	1422.57	222.53	3.29	183.31	541.02	2372.72
St.L.-S.F. RY. CO.	1444.31	32.76	-	173.42	402.50	2052.99
St.L. S.W. RY. CO.	220.90	19.96	-	21.16	42.22	304.24
U. P. R.R. CO.	2.16	1.54	-	5.96	16.16	25.82
WABASH R.R. CO.	<u>629.55</u>	<u>81.83</u>	<u>13.31</u>	<u>94.47</u>	<u>201.45</u>	<u>1020.61</u>
TOTALS	7168.00	884.28	92.31	926.58	2177.64	11,248.66

MILEAGE OF CITY STREET RAILWAYS IN MISSOURI

Kansas City Public Service Co.	42.21	34.17	-	5.66	7.27	89.31
St. Louis Public Service Co.	<u>54.37</u>	<u>54.37</u>	<u>-</u>	<u>13.51</u>	<u>10.13</u>	<u>132.38</u>
TOTALS	96.58	88.54	-	19.17	17.40	221.69

## BUS AND TRUCK DEPARTMENT

The Bus and Truck Department of the Missouri Public Service Commission on June 30, 1955 consisted of a Supervisor, a Chief Clerk, four Clerks and Stenographers, and eight District Inspectors.

This Department, as in the past, continued to be of service to the general public on all transportation problems involving Common Carriers and Contract Carriers of Persons and Property operating for hire upon the Highways of this State.

Compliance of rules and regulations was extremely good by all carriers. Only a few complaints were received about poor service being rendered by P. S. C. carriers and this was outweighed by the many compliments of the carriers giving good service to points that they were authorized to serve.

The Inspection Division again offered and received full cooperation from the Missouri State Highway Patrol. The Inspectors assisted the Troopers and Weight Inspectors at every opportunity. The main objective of this Department has been to prevent accidents on the Missouri Highways and "Road Checks" requiring the strictest compliance of the "Safety Rules" of the Missouri Bus and Truck Law, General Order 33-C.

The additional work of microfilming the records, on file with the Commission has been accomplished by the Clerical Staff



of this Department at no additional expense or increase in personnel. The microphotographing of the old bulky case records saves the State of Missouri a great deal of storage space that can be utilized for other purposes. The office force of the Bus and Truck Department have always kept their work on a current basis.

This Department has continually collected from \$50,000.00 to \$100,000.00 more annually than first predicted. Indications are that next year will exceed this year by approximately \$25,000.00 or more. This year we exceeded the collection of last year by \$42,695.00 as shown in the following tabulations which show the amount of revenue collected from carriers for the twelve months period from July 1, 1954 to June 30, 1955:

	<u>FEES</u>			
	COMMON	CONTRACT	DRIVEAWAY	BUS
July, 1954	\$ 10,525.00	\$ 775.00	\$	\$ 425.00
August, 1954	9,100.00	1,025.00		150.00
September, 1954	7,400.00	550.00		50.00
October, 1954	6,100.00	275.00		275.00
November, 1954	7,375.00	375.00	25.00	475.00
December, 1954	700.00	75.00		50.00
January, 1955	173,175.00	37,950.00	6,150.00	18,475.00
February, 1955	11,625.00	3,000.00		825.00
March, 1955	19,400.00	1,400.00		250.00

April, 1955	\$ 19,450.00	\$2,175.00	\$900.00	\$1,050.00
May, 1955	13,275.00	1,500.00	50.00	850.00
June, 1955	12,925.00	475.00	100.00	350.00
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TOTALS	\$291,050.00	\$49,575.00	\$7,225.00	\$23,225.00
Grand Total	\$371,075.00			

#### COMMON CARRIERS---TRUCK

##### Intrastate

Regular Routes	18
Irregular Routes	25
Regular and Irregular Routes	<u>27</u>
	70

##### Interstate

Regular Routes	7
Irregular Routes	694
Regular and Irregular Routes	<u>25</u>
	726

##### Intrastate and Interstate

Regular Routes	6
Irregular Routes	82
Regular and Irregular Routes	<u>207</u>
	295

Total - 1091

# CONTRACT CARRIERS---TRUCK

Intrastate	
Regular Routes	7
Irregular Routes	34
Regular and Irregular Routes	<u>0</u>
	41

Interstate	
Regular Routes	14
Irregular Routes	202
Regular and Irregular Routes	<u>0</u>
	216

Intrastate and Interstate	
Regular Routes	0
Irregular Routes	34
Regular and Irregular Routes	<u>4</u>
	38

Total - 295

# COMMON CARRIERS---BUS

Intrastate	
Regular Routes	30
Irregular Routes	3
Regular and Irregular Routes	<u>7</u>
	40

Interstate	
Regular Routes	7
Irregular Routes	34
Regular and Irregular Routes	<u>9</u>
	50

Intrastate and Interstate	
Regular Routes	3
Irregular Routes	2
Regular and Irregular Routes	<u>13</u>
	18

Total - 108

CONTRACT CARRIERS---BUS

Intrastate	
Regular Routes	1
Irregular Routes	0
Regular and Irregular Routes	<u>0</u>
	1

Total - 1